



GLASS FOR EUROPE

Europe's Manufacturers of Building, Automotive and Transport Glass

Draft Commission decision of amending Annex II to Directive 2000/53/EC of the European Parliament and of the Council on End-of-Life Vehicles

Glass for Europe, the trade association of Europe's manufacturers of Building, Automotive and Transport glass, **calls on Member States to endorse the draft Commission decision of amending Annex II of the end-of-life directive.**

In particular, Glass for Europe supports:

- **derogation 8i** for the use of "lead in solders in electrical glazing applications on glass except for soldering in laminated glazing for vehicles type approved before 1 January 2013 and spare parts for these vehicles". The exemption should be reviewed before 1 January 2012.
- **derogation 8j** for the use of "lead in solders for soldering in laminated glazing". The exemption should be reviewed in 2014.

With a view to take account of the current state of both scientific knowledge and technological experience and in order to establish a stable legal framework for the manufacturing of automotive glass, Glass for Europe urges Member States to support the Commission's proposal as part of the **on-going written procedure**, which will terminate this coming September 11 2009.

The Issue of lead in solder

Automotive glass manufacturers along with car makers have been seeking alternatives to lead based solders for over 10 years. No alternative product tested has yet been found to be effective, durable and to offer a safe solution.

Tests are in progress to evaluate a proposed indium based solder but the complete results will not be available for a couple of years. There are many different automotive glazing products, which are used in a wide range of applications. Every individual variation (o.a. in the composition of the enamel layer that is the interface between glass and solder) has a considerable effect on the finished product (electrical terminal soldered on/in glazing), and its performance; therefore each type of glazing, all products (windscreen, side-lights, back-lights) and all variations have to pass the full range of test requirements, including in-field tests requested by car manufacturers.

Testing done so far by the producer of the indium based product has been partial as only a few variations of glazing products were tested. In addition, **the alternative indium based solder has not been proven to satisfy all car manufacturers' test specifications** for performance at temperatures in excess of 105 °C. This is of particular concerns to automotive glass makers, which are ultimately responsible for providing car makers with products that meet their demands and requirements.

Following the consultant input and public consultations, **the European Commission acknowledges that more time is needed** before envisaging the removal of lead-based solders and proposes the above-mentioned derogations 8i and 8j.

Glass for Europe calls on TAC members to support the proposed exemptions.

About Glass for Europe

Glass for Europe is the trade association for Europe's manufacturers of flat glass. Flat glass is the material that is used to make windscreens and windows for automobile & transports but also windows and façades for houses and buildings.

Glass for Europe has four members: **AGC Flat Glass Europe**, **NSG-Pilkington**, **Saint-Gobain Glass** and **Sisecam-Trakya Cam**. Glass for Europe also works in association with the company **Guardian**. Altogether, these five companies represent nearly 90% of Europe's flat glass production and supply most of Europe's car manufacturing facilities.

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